

# The State Journal

FRIDAY, AUGUST 18, 1876.

## National Republican Ticket.

FOR PRESIDENT:  
RUTHERFORD B. HAYES,  
OF OHIO.  
FOR VICE-PRESIDENT:  
WILLIAM A. WHEELER,  
OF NEW YORK.

## ELECTORS FOR MISSOURI.

At Large:  
D. P. DYER, of Pike.  
J. H. COLE, of Callaway.

1st District—HENRY HEMANS.  
2nd " —JNO. C. VOGEL.  
3rd " —CHAS. A. STEIFEL.  
4th " —GUSTAVUS ST. GEM.  
5th " —J. Q. THOMPSON.  
6th " —A. F. LEWIS.  
7th " —L. L. BRIDGES.  
8th " —WM. WARNER.  
9th " —A. J. HARLAN.  
10th " —D. L. MILLER.  
11th " —J. H. TURNER.  
12th " —R. D. CRAMER.  
13th " —FREDERICK MUENCH.

## STATE TICKET.

For Governor:  
G. A. FINKELBURG, of St. Louis.  
Lieutenant Governor:  
C. C. ALLEN, of Jasper.  
Secretary of State:  
EUGENE F. WEIGEL, of St. Louis.  
State Treasurer:  
JOHN SEVERANCE, of Buchanan.  
State Auditor:  
GEORGE R. SMITH, of Pettis.  
Attorney-General:  
A. W. MULLINS, of Linn.  
Register of Lands:  
RICHARD DRANE, of Marion.  
Supreme Judge:  
DAVID WAGNER, of Lewis.  
Railroad Commissioners:  
T. R. ALLEN, of St. Louis.  
E. D. HARPER, of Cass.  
ISAAC HAYES, of Macon.

The Democrats have a candidate for Governor the mention of whose name in the presence of ladies brings to the cheek the blush of shame.

The great speech of Governor Morton at Indianapolis, Friday April 11, appeared in the Globe-Democrat of yesterday. It is a masterly effort. How many Democrats will read it we wonder.

The Jefferson City Journal does great injustice to Mr. Beecher in calling John S. Phelps "the Beecher of Missouri." Mr. Beecher may have been a seducer, but he never, so far as is recorded, attempted that other crime in the commission of which brute force is called to the aid of lechery.—Globe-Democrat.

We stand corrected.

"It costs \$50," says the N. Y. Herald, "to insult a lady in the streets of St. Louis" and this great moral truth is commended to Cincinnati and Chicago.—St. Louis Times, Aug. 9th.

It costs a Governorship in Missouri to insult a lady in the cabin of a steam-boat, and this great moral truth is commended to all whom it may concern.

The Hannibal Clipper comes to the rescue of the Democratic candidate for governor, and asserts that it has the authority of Captain Asbury, the master of the "Andy Johnson" for stating that there is no foundation for the charge against Phelps; whereas the Globe-Democrat comes back in strong language denouncing it as a lie. Captain Asbury, says the Globe, was not on duty at the time the outrage occurred. The clerk, E. B. Morehouse, is the man to go to for information concerning the facts, and these the Globe-Democrat has from Mr. Morehouse in writing.

## THERE THEY GO AGAIN.

Morgan County is another of the many counties of Missouri whose bonds were given to build a railroad with, which was never built, and, probably never will be, though some work was done on it. The Railroad is known as the Osage Valley and Southern Kansas, projected from Booneville to Warsaw, and the Western part of the State. In aid of building the road the county subscribed \$150,000, we believe, to the capital stock of the Company, and authorized, whether lawfully or not we can't say, the issue of her bonds in

the sum of \$150,000 in payment of the subscription. One hundred and twenty thousand dollars of the bonds, we believe, were issued. After some considerable outlay for interest on the bonds, and as the principal approaches maturity, the people of the county, having realized benefit from the expenditure, begin to no show symptoms of revolting against not only the further payment of interest but the final payment of the bond itself. On the 7th instant they held a mass meeting, to declare their sentiments on the subject, and passed the following resolutions:

Resolved, That the bonds purporting to have been issued by the County Court of Morgan county Missouri, to the Osage Valley and Southern Kansas Railroad are fraudulent and void, the same having been issued by the direction of one judge only, without any authority of law, and in defiance of the expressed will of the people and his associate judges, and in defiance of the constitution of the United States and of this State, and contrary to the decision of the Supreme Court of the United States.

Resolved, We have paid more than sixty thousand dollars interest illegally, and now have no prospect of getting the road built or of deriving any benefit from any payment, past or future, and we pledge ourselves to resist further payments by all legal and honorable means.

Resolved, The decisions of our State Supreme Court on these bond questions are without precedent, and are unjust, partial to the bondholder, and are utterly subversive of natural rights and should not be respected by the people of Missouri in this behalf.

Resolved, Our County Court refused to make any subscription unless upon a two-third vote of all the voters of the county as required by the constitution of 1865; and the record shows this fact—but to defeat two members of the court and the tax-payers, a warrant was corruptly obtained against Judge Papin, and he arrested and abducted from the court room, for the sole purpose of depriving him of his vote in the court on the said subscription, thereupon one of the other two judges, without a vote or without consulting the other judge entering his protest thereto. These facts appear of record, except the record states that Judge Papin retired, when the trial is, he was arrested on a false charge of having interfered with the election, and was released without trial—and these are the bonds we do not intend to pay, and we mean precisely what we say.

Resolved, As not one-fourth, much less two-thirds of the qualified voters of the county voted for said subscription, we most respectfully ask, but most positively demand of our County Court that they do now revoke all levies and assessments of taxes for paying the principal or interest on said fraudulent bonds and that they refrain in the future from levying or collecting any taxes for said purpose on any order or pretext whatever, and that the Collector be warned accordingly. We are free-men, and do not intend to be further imposed upon by road taxes so illegal and oppressive.

Resolved, We demand all authority to levy or collect said taxes for said bonds, or to purchase bonds, or pay interest, be now revoked.

Resolved, We respectfully ask the co-operation of our fellow citizens in other counties in like condition—and suggest that we meet in general convention at Sedalia at some suitable time for consolation.

Resolved, We recommend that the chairman of this convention appoint Daniel W. German, Wm. Callison, Shores P. Hunter, Anton E. Ehlers, William J. Davis, Perry Ross, and other suitable persons to present these resolutions to the County Court and request immediate compliance.

Resolved, We pledge ourselves to hold our County Court harmless in case they comply with these resolutions.

Resolved, We will not support any candidate for County Justice unless he promises to abide by these resolutions in every particular.

Resolved, We ask the County Court to employ suitable counsel in this matter.

## THE TICKET.

The Globe-Democrat gives to our ticket for State office the following emphatic endorsement, in which we heartily concur:

The hearty unanimity with which the Republican State Convention, on yesterday, nominated our distinguished fellow-citizen, Finkelburg, for Governor. Is the most cheering sign that has been given by the party in four years, and if properly followed up means a close race, and a possible victory, even in this Democratic stronghold. The circumstances which compelled his nomination, and which are equally sure to compel his acceptance, are equally creditable to him and to the party. At a time when it is the fashion to abuse politicians, and to discredit public life, Mr. Finkelburg stands forth as a politician who has steadily and successfully elevated the standard of politics. Both by force of moral character and intellectual ability, he stands in the front rank of the men whom Americans should delight to honor, and his elevation to the highest office in the State would be a signal triumph for the cause of true patriotism and good government.

He is also fortunate in standing forth not merely as the representative of the sturdy Republicanism of the Germans in the past, but as an emphatic declaration that in this contest the Germans are not deluded by the very cheap professions of the reformers whom Morrissey and Kelly brought out here last June. The issue is now between a straight-out Republicanism and a straight-out Democracy, and in such a contingency there need not be much doubt about the German vote. Whatever the merits or the weaknesses of Liberal Republicanism, it exists on

more, and the intelligent German voters of Missouri, who lent it its chief strength, are ready to make that strength felt where it rightly belongs.

The ticket is a strong one throughout, and it would be impossible to improve in the judgment which framed it. Mr. Allen has been honored by the Republicans of his rich and flourishing section so often that his name has been identified with the success of Republicanism in Southwest Missouri. His fitness to preside over the Senate is unquestioned, but it is less notable than his political strength which makes his name a valuable accession to the ticket.

Mr. Weigel has also been tried in office and represents a class of office-holders of whom we might very well have more. The last that was heard from his opponent, Mr. McGrath, was that he had "worked too hard for his fees not to hold on to them." Mr. Weigel ought to have an easy victory over a rival with such a record.

The other candidates are equally strong and present an united and invulnerable front. Mr. Severance, of St. Joseph, and Mr. Smith, of Sedalia, are men of high character. Mr. Mullins has served with distinction in the Legislature as a member of the 24th 25th and 26th General Assemblies, where he held the chairmanship of the Committee on Education. Mr. Drane is a gentleman eminently qualified for the position of Register of Lands. Messrs. Allen, Harper and Hayes, the nominees for Railroad Commissioners, will be special sources of strength to the ticket, particularly Mr. Allen, who, as Master of the State Grange of Missouri, has so long enjoyed the confidence of so large a class of the citizens of Missouri.

In short, there is not a weak name on the ticket, not even a name that could be improved on.

The ticket is, we think, unnecessarily severe on Tilden, as we do not believe in kicking a man when he is down, but the contrast between the professions of Tilden and the record of his party is so strong that honest men may well be pardoned for an excess of honest indignation. During a National campaign all that is usually needed is for the State to put itself in accord with the National party, and this the Republicans of Missouri have done fully and unreservedly. With no obstacle to their harmonious action, but with every incentive to vigorous exertion, we may congratulate ourselves on a re-union which represents a triumph of principle, and which holds out the brightest prospect of success.

## She was mad.

Craker vs. Northwestern Railroad Company. In 26 Wis., 557. It is held that it is unlawful for a railroad corporation to kiss a female passenger against her will. The plaintiff was a school-teacher, about twenty years of age. Being the only passenger in the car, the conductor, naturally supposing that she would be lonely, sat down by her and engaged her in conversation. The rest of the affair she thus narrates: "He said, 'I suppose you are married like all the rest of the school-maams?' I said, 'No, I am not.' Then he sat up nearer to me and put his hand in my muff, and said, 'There is room for two hands in this muff ain't there?' I said, 'No sir; there's not for yours,' and jerked my muff away. He then said, 'My hand pretty dirty, ain't it? It looks as though it needed washing.' I told him to wash them, as water was plenty. He then said, 'It's thawing considerable—that's so.' I had the tassel of my muff in my hand, tossing it, and he said: 'If you don't stop twirling that you will wear it out.' I said, 'I don't care if I do.' He then said, 'What makes you so cross?' I didn't answer but turned away from him. Pretty soon he got up, and I supposed he was going away. He stepped to the side of my chair and threw his arms around me. I said, 'O, let me go, you will kill me.' He said, 'I am not going to hurt you.' Then I said, 'what have I ever done to you that you should treat me in this way?' After he had kissed me five or six times he said, 'look me straight in the eyes and tell me if you are mad.' I said, 'Yes, I am mad.' And she was, because she sued his employers and got \$1,000 damages.

KISSING IN AUSTRIA.—Kissing in Austria perhaps justly regarded as too serious a matter to be trifled with on the stage. An Austrian manager would be as much surprised at seeing the lover in a play kiss his beloved in earnest, as at seeing the villain in a play stab his victim in earnest. Hence a scandal, the other night, at the Imperial opera. A handsome tenor, Bastiano Widmann, having to kiss the soprano, Signorina Giovanni, in Lortzing's opera of the "Armourer," that lady at the rehearsal requested him to "make believe" in the correct Viennese manner. Instead of which, when the proper moment came at the first performance, the handsome tenor plumply and resolutely kissed the astonished soprano upon her rosy lips. Signorina Giovanni, after the curtain fell, went in a pretty rage to the manager and complained. The manager sent him to restrain his ardor for the future on pain of a worse thing. When the second representation took place, Signorina Giovanni, distrusting him, exclaimed, loud enough for the house to hear, "I will excuse you from the kiss." The handsome tenor, incensed at the result, responded in a stage whisper, "Thank God for that! Who wants to kiss such an old thing?" The house sat appalled, Signorina Giovanni frowned off the stage, and the handsome tenor has been bidden ap... : : : abscond.

Some of our owners of horse-flesh are making an effort to create a little interest in that kind of property by getting up a horse-race, which came off yesterday. It was a contest for a fifty-dollar prize on the fair-ground track—not much of a chance for a race track—and it appeared to be pretty well attended. The result is elsewhere announced.

## Senator Jones Story

From the Philadelphia Times.]

"Some twenty-eight years ago," said Senator Silver Jones, "I went to California, and on the way out was an old gambler, with a set out of faro boxes, roulette tables, etc. He took a liking to me, and he said, 'Johnny, I'll tell you a secret that may save you many a dollar. Do you see this roulette wheel? It's circle is black and red, and they bet on the colors—a nearly even chance. Now, watch me, Johnny, as I sit here and spin the ball. Do you see me gently raise my knees and press under the frame of the table? Well, those red and black compartments are connected by two sets of wires. I raise my knee when I see that the bulk of money is on the red, and that wire running through the reds trills and trembles, so that the ball won't rest on any red cell, but is repelled and settles in some black spot. Johnny, remember this when you have bagged your gold dust, I went into a gambling house. There was a fine, fighting gambler sitting there spinning roulette. Said I to myself, 'Young man, I'll just take a peep at you, knees.' He raised them very gently, and I planted my money against the pile, knowing that when he swept the great amount off for the red he must pay the black. So I picked up a hundred dollars or so. Every time I hit it. That gambler got his eye on me. He addressed me finally in a loud tone of voice. Said he, 'Didn't I tell you never to come here again? Didn't I tell you that this was a place for gentlemen? This is a gentleman's game. That man, gentlemen, it is my duty to warn you against; that loafer is a thief.' 'Well,' continued Jones, 'I had never in my life been there before, but I saw the scheme. If I resented what the boss said there were forty fellows there, cappers and so forth, to kick me down stairs and rob me, so I meekly said, 'Well, sir, I do not wish to make any disturbance here. If you don't want me here I'll take my money and go.'"

## The Race Saturday.

In the race at the Fair Ground yesterday, between Herman Kolkmeier's black gelding and B. H. McCarty's blooded bay mare, Kolkmeier's won in three straight heats, on a square trot for the best three in five. Time 3:03; 3:1 and 2:57. We learn that McCarty's mare broke badly on each round, and in one heat came very near being distanced, by her behavior. No doubt this will be charged to her trainer, who is a colored man, named Schwitz, as we hear.

Herman is his own trainer. There was some pool selling on the grounds conducted by Mr. Ashley W. Ewing and B. McGill. Only one pool sold with the Black for first choice. This was bought by Urias Gordon. A number of leading citizens witnessed the race and participated in the exhilarating sport of betting. McCarty's was the favorite, but Kolkmeier's was the victor.

As we were snubbed, and didn't witness the race, we can't say how it happened from personal knowledge. But Ben McGill says "the mare didn't get there in time."

T. H. Burt called time and handled the race to rule.

## Raffle

A gold watch belonging to the E. L. Edwards fire company to be raffled in a short time. The watch and list are at Wagner's saloon, in Neef's House. Any one wishing to take chances can procure them. The company is in need of money and wish to convert this watch into cash. Let our good citizens come forward and take a chance in the raffle. Help along the good cause and run a risk of getting a good watch. Chances one dollar each.

A large and enthusiastic Republican County Convention met at Linn on last Saturday week. Thomas J. Mahon, Esq., acted as Chairman, and Messrs. P. King and R. H. Mason, as secretaries. Harmony and good will seemed to be the order of the day and prevailed throughout the meeting.—Chambers Leader.

The other evening, at an evening party, a young lady, gorgeously attired, was sitting at a piano singing an aria. The sweet sounds were yet lingering in the enraptured ears of her auditors, when a polite dry-goods clerk, who stood near the piano, leaned over and whispered admiringly: "Miss, you sing divinely; all my soul is thrilled with the rapture of your voice." The fair songstress looked shyly up, and, toying with a diamond ring on one of her fingers, replied: "Is that so? Well, I guess I ain't much of a slouch at this business. I can sing right around them other gals!"

## IN BANKRUPTCY.

In the District Court of the United States for the Western District of Missouri:

In the matter of The Kansas City Memphis and Mobile Railroad Company, } In Bankruptcy.

At Court in the City of Jefferson, in said District on the 5th day of July, A. D. 1876.

Whereas Turner A. Gill, G. Lathrop and H. Flanagan, Assignees of the above named bankrupt have this day filed their petition, asking that a call and assessment of \$100 on each share of the capitol stock of said Bankrupt be made, and the said petition having been read and duly considered by the court—

It is now ordered by the court that all stockholders in said Bankrupt Rail Road Company show cause, if any they have, before the Judge of said Court at Jefferson in the City of Jefferson, on Tuesday, the 26th day of July, 1876, at 10 o'clock A. M., why the assessment and call prayed for in said petition should not be made.

And it is further ordered by the court that a copy of the order be by the Clerk of this Court mailed forthwith postage prepaid to each stockholder at his place of address as shown by each application for assessment and also by publication in the STATE JOURNAL, a new paper published at Jefferson City Mo., for 10 days before the said 26th day of July, 1876.

WITNESSES, the Hon. Arnold Krekel, Judge of the said Court, and the seal thereof, at [SEAL] the City of Jefferson, in said District, on the 5th day of July, A. D. 1876.

LOUIS SCHMIDT, Clerk of District Court of said District. A true and correct attestation: LOUIS SCHMIDT, Clerk.

## Centennial Exhibition.

PHILADELPHIA, PA.

THIS Great International Exhibition, designed to commemorate the one hundredth anniversary of American Independence, opened May 10th, and will close November 10th, 1876. All the Nations of the world and all the States and Territories of the Union are participating in this wonderful demonstration, bringing together the most comprehensive collection of art treasures, mechanical inventions, scientific discoveries, manufacturing achievements, minerals, specimens, and agricultural products ever exhibited. The grounds devoted to the Exhibition are situated on the line of the Pennsylvania railroad and embrace four hundred and fifty acres of Fairmount Park, all highly improved and ornamented, on which are erected the largest buildings ever constructed—five of these covering an area of fifty acres and costing \$5,000,000. The total number of buildings erected for the purposes of this exhibition is near two hundred. During the thirty days immediately following the opening of the exhibition a million and a quarter of people visited it.

## THE PENNSYLVANIA RAILROAD

THE GREAT TRUNK LINE

—AND—

## Fast Mail Route of the U. S.

is the most direct, convenient, and economical way of reaching Philadelphia and this great exhibition from all sections of the country. Its trains to and from Philadelphia will pass through a Grand Centennial Depot, which the company have erected at the Main Entrance to the exhibition grounds for the accommodation of passengers who wish to stop at or start from the numerous large hotels contiguous to this station and the exhibition—a convenience of the greatest value to visitors and afforded exclusively by the Pennsylvania railroad, which is the only line running direct to the Centennial buildings. Excursion trains will also stop at the encampment of the Patrons of Husbandry, at Elm Station on this road.

The Pennsylvania railroad is the grandest railway organization in the world. It controls seven thousand miles of roadway, forming continuous line to Philadelphia, New York, Baltimore and Washington, over which luxurious day and night cars are run from Chicago, St. Louis, Louisville, Cincinnati, Indianapolis, Columbus, Toledo, Cleveland, and Erie, without change.

Its main line is laid with double and third tracks of heavy steel rails on a deep bed of broken stone ballast, and its bridges are all of iron or stone. Its passenger trains are equipped with every known improvement for comfort and safety, and are run at faster speed for greater distances than the trams of any line on the continent. The company has largely increased its equipment for centennial travel, and will be prepared to build in its own shops locomotives and passenger cars at short notice sufficient to fully accommodate any extraordinary demand. The unequalled resources at the command of the Company guarantee the most perfect accommodations for all its patrons during the centennial exhibition.

The magnificent scenery which the Pennsylvania railroad is so justly celebrated presents to the traveler over its perfect roadway an ever-changing panorama of river, mountain and landscape views unequalled in America.

The eating stations on this line are unsurpassed. Meals will be furnished at suitable hours and ample time allowed for enjoying them.

Excursion tickets, at reduced rates, will be sold at all principal railroad ticket offices in the West, North-west and south-west.

Be sure that your tickets read via the Great Pennsylvania route to the centennial.

FRANK THOMPSON, General Manager. B. M. BOYD, Jr., Gen'l Pass'r Agent.

July 28-w for '76.

## DIRECT TO THE

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VIA THE GREAT

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PITTSBURGH,

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AND NEW YORK,

The Quick and Favorite Route to

BALTIMORE AND WASHINGTON.

But one Change necessary to

BOSTON & NEW ENGLAND CITIES.

## ARGUMENT.

THE Pittsburgh, Cincinnati & St. Louis Railway, popularly known as the "Pan-Handle Route" in connection with the Pennsylvania Railroad, is materially shorter than any of the transportation lines competing for through business between the West and the commercial cities and popular resorts of the East. This advantage in distance, together with the fact that all the lines embraced in the Pennsylvania system, extending from St. Louis, Louisville, Vincennes, Cincinnati, Indianapolis, Illinois State Line, and Chicago in the West, to Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, and New York in the East, are virtually under one management, enables the company to offer facilities and present advantages to the traveling public never before equaled. The directness of its lines to the East, the speed and regularity of its numerous Express trains, the comfort found in its celebrated day and sleeping coaches, the recognized superiority of its roadbed and equipment, the beauty of its scenery, and the exclusive facilities enjoyed at the Main Entrance of the Exhibition Grounds, Philadelphia, where passengers are landed at a Grand Centennial Depot, in close proximity to large hotels and boarding houses, entitle the Pan-Handle and Pennsylvania Line to a large proportion of Centennial travel.

Ask the Agent for Tickets via

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Rates for Single and round trip Tickets always as low as by the circuitous lines.

Through tickets, time tables, sleeping car accommodations, Excursion Route Books, and further information can be obtained at all principal railroad ticket offices in the south and West, or by addressing: G. B. GIBSON, W. L. O'BRIEN, Gen'l Traveling Agt. Gen'l Pass'r & Ticket Agt. Cincinnati, O. Columbus, O.